

Montana Daily Bulletin

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Subscribers wishing to change their address must give old, as well as new address.

C. F. HAYES,
Business Manager.

FRIDAY, APRIL 1, 1910.

PEOPLE WITHOUT RAILWAYS,
AND A RAILWAY WITH-
OUT PEOPLE.

In so far as it is the business of a Provincial Government to use the credit of the Province for securing railway extension, the first duty is to provide such accommodation to those parts of the country in which settlers are already located and into which they are most likely to move. It is a disadvantage of the Alberta and Great Waterways that beyond La Biche it traverses a country in which there is little settlement or none at all, and into which settlers are not going in any numbers, even with the assurance that this will be during a short time. So far as the north country is concerned settlement has taken place and is taking place to the far northeast but to the northwest. It is in the Peace River and Grand Prairie districts that the most rapid and easily taken place, and it is to these districts that the stream of settlement northward is pouring. For the settlers in the Peace River and Grand Prairie districts, the Alberta and Great Waterways could offer no better way of transport. Their position after the road is built will be just as it is today unless measures are taken to provide other accommodation for them. And because the bonds of the Alberta and Great Waterways must be paid off at an unusually high rate of interest, the tag-end of this bargain must be delayed, the building of roads into and through the country northwest of Edmonton and into the districts along the Peace River.

It is not to be supposed to have limit to the amount of guarantee which the Province can give without destroying the value of its guarantee and thus crippling it so far as using its credit for private railway construction is concerned. The fact is that a man's name on the back of a note depends upon how many other notes it has been already inscribed on. For precisely the same reason the more of the Province's credit is pledged, the less value that can be given to the other notes in circulation. If we are extravagant with our credit either of two things must happen; either we shall have to give larger guarantees than would otherwise be necessary to future railway enterprises or we shall have to give up the use of the credit during railway construction. It should be a basic tenet of any guarantee policy that the lines first guaranteed should be the lines which are needed most and are most likely to pay their way. The guarantee should not be given for more than goes into the road. Beyond La Biche the Alberta and Great Waterways is not demanded by settlement either real or immediately prospective, and the same is true of the Peace River credit of the Province must be used to prevent the granting of credit to other and more badly needed railways into the northwestern country. It is entirely probable that settlers will go into the country along the new line, but the railway should not be built into the West until which settlers would not flock if a line of railway were built through it. But while there are districts into which settlement has already gone and is going, and while the road after the first building is completed, until such time that the property is required for other purposes, it is simply shut up the property and leave it idle would not be very good policy. It is a civic square we want to have, and if we are not prepared to make it a civic square, it might as well be used for something. The point of the case is that if we do not prove with the road now we will not have a building when needed, it seven or eight months hence.

The railway companies would not flock if a line of railway were built through it. But while there are districts into which settlement has already gone and is going, and while the road after the first building is completed, until such time that the property is required for other purposes, it is simply shut up the property and leave it idle would not be very good policy. It is a civic square we want to have, and if we are not prepared to make it a civic square, it might as well be used for something. The point of the case is that if we do not prove with the road now we will not have a building when needed, it seven or eight months hence.

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The city police have begun a round up of automobile drivers who transgress the speed limit. The need for a campaign of this kind has long been

recognized, for \$20,000 per mile at 6 per cent. interest. This means that to secure one mile of road, making or siding, the Province becomes liable for interest charged to the extent of \$1200 per mile. For each mile of the Alberta and Great Waterways secured by the bargain therefore practically two miles of road could have been secured from either the C. N. R. or the G. T. F. Neither of these roads, it is said, were willing to make the concession, but the fact is not saying much for the prospects of the road as viewed by railwaymen. Both companies are anxious to get into the country northwest of Edmonton, and through it to the Peace River and Grand Prairie districts, and are responsible, in my opinion, that for the 350 miles of railway we are to get under this bargain we could have secured 700 miles of railway through country equally difficult for construction now, and into which people have gone by the thousand, and have established themselves and the most trying circumstances in hope and expectation that the adverse conditions would be speedily relieved by the arrival of the railway and through that country. The guarantee of the Alberta and Great Waterways for that part of the road running through absolutely unsettled country would be sufficient to guarantee \$13,000 per mile for a railway line, and the Alberta and Great Waterways, and it is to these districts that the stream of settlement northward is pouring. For the settlers in the Peace River and Grand Prairie districts, the Alberta and Great Waterways could offer no better way of transport. Their position after the road is built will be just as it is today unless measures are taken to provide other accommodation for them. And because the bonds of the Alberta and Great Waterways must be paid off at an unusually high rate of interest, the tag-end of this bargain must be delayed, the building of roads into and through the country northwest of Edmonton and into the districts along the Peace River.

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The city police have begun a round up of automobile drivers who transgress the speed limit. The need for a campaign of this kind has long been

recognized, for the rate at which a vehicle is travelling may be easier, or more or less a matter of judgment, but to many unprincipled observers, some changes seem to have instigated the drivers of the city to private judgment, and many of them of that character should be quickly dispensed with. And when dispensed the new order of things should be made permanent.

This campaign should have been begun when the offence began, years ago. Now that it has begun it should be kept up, as long as there is any need for it.

The walls of the new promo house have found defective and a gang of men are now tearing down part of the building to repair it. Such mistakes occur once in a while in the erection of private buildings, but not often. Perhaps the reason is that a privately-built building is usually built by contract and that some of its reputation, and the chance of getting more contracts, depends on his doing a good job.

Calgary is to have a cleanup, not in the Pittsburgh sense, but in the sense of a thorough, but less spectacular, cleaning of the town. The cleanup would do well to follow the precedent set last year in the same direction. The results last year were quite enough to justify the Council in setting apart the day and to warrant their making the event annual.

WITH THE FARMERS

CHICAGO GRAIN MARKETS

Chicago, Ill., March 31.—The bull market in May and September wheat has continued to rise, and the market today by absorbing enough of the offerings to reflect their 1-cent in the price of the wheat. The market in the southwest and some have fairly smoothed the trade for some time.

Imports have been four years and over—1. Goblet, W. C. Currie, and others. The market is in a state of transition, and the grain is in a

one year—David C. Pearson, W. C. Currie, and others. The market is in a state of transition, and the grain is in a

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Chicago ranged to 10 higher and Minneapolis unchanged to 10 cents.

There was nothing new in the grain market, but the market in wheat

and barley continued to move upward.

The grain market showed small increases, but little demand.

Winnipeg, canary prices—No. 1 Northern, 10 1/2¢; No. 2 Northern, 9 1/2¢; No. 3 Northern, 9 1/2¢; No. 4 Northern, 9 1/2¢; No. 5 Northern, 9 1/2¢; No. 6 Northern, 9 1/2¢; No. 7 Northern, 9 1/2¢; No. 8 Northern, 9 1/2¢; No. 9 Northern, 9 1/2¢; No. 10 Northern, 9 1/2¢; No. 11 Northern, 9 1/2¢; No. 12 Northern, 9 1/2¢; No. 13 Northern, 9 1/2¢; No. 14 Northern, 9 1/2¢; No. 15 Northern, 9 1/2¢; No. 16 Northern, 9 1/2¢; No. 17 Northern, 9 1/2¢; No. 18 Northern, 9 1/2¢; No. 19 Northern, 9 1/2¢; No. 20 Northern, 9 1/2¢; No. 21 Northern, 9 1/2¢; No. 22 Northern, 9 1/2¢; No. 23 Northern, 9 1/2¢; No. 24 Northern, 9 1/2¢; No. 25 Northern, 9 1/2¢; No. 26 Northern, 9 1/2¢; No. 27 Northern, 9 1/2¢; No. 28 Northern, 9 1/2¢; No. 29 Northern, 9 1/2¢; No. 30 Northern, 9 1/2¢; No. 31 Northern, 9 1/2¢; No. 32 Northern, 9 1/2¢; No. 33 Northern, 9 1/2¢; No. 34 Northern, 9 1/2¢; No. 35 Northern, 9 1/2¢; No. 36 Northern, 9 1/2¢; No. 37 Northern, 9 1/2¢; No. 38 Northern, 9 1/2¢; No. 39 Northern, 9 1/2¢; No. 40 Northern, 9 1/2¢; 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No. 394 Northern, 9 1/2¢; No. 395 Northern, 9 1/2¢; No. 396 Northern, 9 1/2¢; No. 397 Northern, 9 1/2¢; No. 398 Northern, 9 1/2¢; No. 399 Northern, 9 1/2¢; No. 400 Northern, 9 1/2¢; No. 401 Northern, 9 1/2¢; No. 402 Northern, 9 1/2¢; No. 403 Northern, 9 1/2¢; No. 404 Northern, 9 1/2¢; No. 405 Northern, 9 1/2¢; No. 406 Northern, 9 1/2¢; No. 407 Northern, 9 1/2¢; No. 408 Northern, 9 1/2¢; No. 409 Northern, 9 1/2¢; No. 410 Northern, 9 1/2¢; No. 411 Northern, 9 1/2¢; No. 412 Northern, 9 1/2¢; No. 413 Northern, 9 1/2¢; No. 414 Northern, 9 1/2¢; No. 415 Northern, 9 1/2¢; No. 416 Northern, 9 1/2¢; No. 417 Northern, 9 1/2¢; No. 418 Northern, 9 1/2¢; No. 419 Northern, 9 1/2¢; No. 420 Northern, 9 1/2¢; No. 421 Northern, 9 1/2¢; No. 422 Northern, 9 1/2¢; No. 423 Northern, 9 1/2¢; No. 424 Northern, 9 1/2¢; No. 425 Northern, 9 1/2¢; No. 426 Northern, 9 1/2¢; No. 427 Northern, 9 1/2¢; No. 428 Northern, 9 1/2¢; No. 429 Northern, 9 1/2¢; No. 430 Northern, 9 1/2¢; No. 431 Northern, 9 1/2¢; No. 432 Northern, 9 1/2¢; No. 433 Northern, 9 1/2¢; No. 434 Northern, 9 1/2¢; No. 435 Northern, 9 1/2¢; No. 436 Northern, 9 1/2¢; No. 437 Northern, 9 1/2¢; No. 438 Northern, 9 1/2¢; No.

